

ALL THERE IS IN IT.

The R. G. W. to Build Terminal Shops at Ogden.

WILL NOT AFFECT SALT LAKE.

The Probable Source of Recent Foolish Rumors—Abraham Gould's Legacy—Holiday Rates—General Railway News.

The all-absorbing topic of discussion in local railway circles continues to be the sensational rumors concerning the Rio Grande Western. The story to the effect that the Southern Pacific had secured control of the Western was refuted by the emphatic statement of Superintendent Winkler, which appeared in Wednesday's Herald, but the talk about the removal of the shops from Salt Lake to Ogden still goes on. Of course, a great deal of interest is taken in this matter, as the proposed removal would be a serious blow to this city. With a view to learning the exact status of affairs, a Herald reporter called upon Superintendent Winkler yesterday morning, and began the conversation by asking if there was any truth in the rumors to the effect that the Junction City was to get the shops, and that a contract for their removal had been entered into.

"None whatever," replied the superintendent. "The facts are that we are going to put up at Ogden proper terminal facilities and improvements, and with that end in view, all arrangements were made some time ago."

"When will the terminal facilities be completed?"

"Well, the work will be commenced early in the spring and will be pushed to completion as quickly as possible."

"Then the change does not concern Salt Lake?"

"It has nothing whatever to do with Salt Lake matters."

"How about the statements made in regard to the financial condition of the company?"

"The road has earned over and above operating expenses sufficient to provide for the interest on bonds and also to enable a dividend to be declared on the preferred stock. This is in addition to a considerable amount of money expended in putting the road in first-class condition, and providing an equipment fully up with the times."

"Holiday Rates."

The Union Pacific yesterday announced a holiday rate of one fare for the round trip between all points in Utah and to any point on the Union Pacific system within 250 miles of Utah, on the dates of Dec. 23, 24, 25 and 31, and Jan. 1.

The Rio Grande Western has announced the same rate.

RUMORS DENIED BY DODGE.

DENVER, Dec. 8.—General Manager Dodge of the Rio Grande Western road informed an Associated Press representative that the reports from Salt Lake city that the Southern Pacific had secured control of his road were without the slightest foundation.

WESTERN ASSOCIATION.

New the Atchison, Topeka & Santa Fe threatens to Withdraw.

The prospects of the Western Passenger association are at present somewhat clouded by the intimation of possible withdrawal recently given by the Atchison, Topeka & Santa Fe and the uncertainty of the rate situation so long as such a strong line as the Chicago & Alton refuses to become a member. To the credit of the latter, however, it should be said that although not bound by association rules or agreements it has cheerfully co-operated with the lines in the association for the maintenance of rates and was a party to the recent agreement for the restoration of tariffs. The Atchison and the lines which it controls form a strong element in the Western association, and their withdrawal would render an entire reorganization absolutely necessary. To exempt the southwestern Missouri river lines from the jurisdiction of the association as demanded by President Mayhew would, in the opinion of some managers, necessitate the organization of a new association for the lines interested in that territory. The prevailing opinion, however, among traffic men seems to be that rate committees for defined territory must take the plan of separate associations and that one powerful organization exercising supervision and authority over all rate committees in the west will be established for the regulation of all affairs in the coming year, with a provision for a tonnage pool for the equalization and adjustment of freight rates, and an enforceable penalty clause for rate-cutting in either freight or passenger traffic operations.—Northern Pacific Herald.

TERRESTRIAL SPEED.

Five Miles Made in 25 Seconds in New York.

The highest recorded speed ever achieved by a locomotive was made one day last week by a compound engine on the New York division of the Philadelphia & Reading system, which it covered in 27 seconds. This is at the terrific rate of 57 miles an hour, and almost reaches the theoretical 100 miles an hour which some believe is to be the ordinary speed of fast trains of the future. It was this locomotive's performance on only its extraordinary part of the run, for the next mile was made in 35 seconds, showing two consecutive miles in 72 seconds, and other miles were covered in 70, 61 and 42 seconds. The latter indicating a rate of 55 miles per hour. Five consecutive miles were passed in 305 seconds—an average of 57.8 miles an hour—while a mile was made in 25 seconds, and five miles on a section having it is said a heavy grade were passed in four minutes, or at the rate of seventy-five miles an hour. The engine had 65 feet drivers. The train was a regular express consisting of a combination car, two day coaches and a Pullman. It was so loaded that no special preparations were made for the run, and that it was achieved in the face of a heavy wind and other disadvantages. In fact we are led to understand that the engine did not really do herself justice and that still faster work may be expected. In view of the surprise of the past few months we are prepared to believe that even greater velocity is possible, although whether it is desirable may be a question. Meanwhile one electrical authority is quoted as saying that a speed of 150 miles an hour may certainly be obtained with safety, by electric motors, and a still higher standard is set for the mad race against time.

Abraham Gould's Legacy.

The dispositive yesterday morning stated that Abraham Gould, for many years a resident of Salt Lake, is one of the heirs of the late Jay Gould, \$25,000 and an annuity of \$1,500 being his portion of the estate. Mrs. Northrup, mother of Reed Northrup, who has many friends here receives the same amount.

Personal and General.

"Buffalo Bill" and party left for Denver yesterday morning.

Travel is rather light just now.

BORN OF THE LAST BUFFALO.

The Polytechnic Society receives a Balle of Great Value.

In the rooms of the Polytechnic society there is suspended on the walls what Colonel Stevenson styles "the horn of the last Buffalo," which was the gift of A. B. Roberts of Idaho.

The following letter, which accompanied this valuable relic of the noble race, is of historical significance.

"I herewith send you a buffalo horn

found on my farm, ten miles west of Albia.

"What is the history of the buffalo on the Pacific slope of the Rocky mountains?"

"We have indisputable proof that at some period, the country west of the Rockies as far as the Sierra Nevada, and possibly to the Pacific ocean."

"In 1862 at Auburn in Baker county, Ore. we found on the bed rock of the Blue canyon, under twenty feet of gravel, a buffalo skull and horns, which I placed in a cabinet at Baker City."

"Two of the oldest trappers of the Rocky mountains, Joe Meek and Dock Newell, told me that when they came to the country in 1815, the oldest Indian traditions were that the buffalo had practically left the western slope over one hundred years before that time."

"Now this specimen is found on the plains on Snake river, over one hundred miles west of the summit of the great divide."

"Please accept this specimen with a 'horn' for the success of your society and its work. From yours respectfully,

A. B. ROBERTS."

It is rather singular that the eminent scientist who have accepted this relic should not have discovered that the horn which Mr. Roberts imposed on the wise men of the polytechnic is not the horn of a buffalo at all, but of the Bison Americanus.

This is a subject worthy of the careful investigation of Don Maguire and the other World's fair archaeologists, for in their researches in the prehistoric mounds they may be able to make some discoveries of horns of even more remote times.

Any person discovering bison horns (supposed to have been worn by buffalo) will kindly forward the same to Colonel Stevenson, care of the Polytechnic society.

NOVEMBER DEATHS.

Sixty-Eight Salt Lake, According to the Section's Report.

The city sexton yesterday issued the monthly report for the month of November. It is as follows:

Population (estimated), 65,000. Annual death rate per 1,000, 18.40.

Accident, 1; Alcoholism, 1; Apoplexy, 1; Bronchitis, 1; Cancer, 1; Cholera infantum, 1; Consumption, 1; Diarrhea, 1; Epilepsy, 1; Gout, 1; Heart disease, 1; Liver disease, 1; Measles, 1; Meningitis, 1; Neuritis, 1; Oldema of lungs, 1; Paralysis, 1; Pneumonia, 1; Rheumatism, 1; Scalded head, 1; Typhoid fever, 1; Typhus, 1; Unknown, 1.

Still-born (not included in death rate) 5.

Residents of the city (1 year and over) 64; non-residents (under 1 year) 10; unknown, 4; total, 78.

Physicians in attendance at 52 deaths; no physicians in attendance at 16 deaths; total, 68.

Decedents for interment from points outside of city limits, 19.

CLOSING OF RAILS.

Salt Lake City P. O., Sept. 19, 1892.

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ONE JUROR SHORT.

The Trial of the Fisher Case Proceeded With.

Richie's Troubles Thicken—Grove's Bondsmen On the Anxious Seat—In and About the Courts.

The case of the American Publishing company vs. the A. Fisher Brewing company was called again in the Third district court yesterday. Mr. Hittman, the assessor in the case, was reported by his physician as being too ill to appear in court for several days yet and after a consultation between counsel his honor was informed that the case would be proceeded with. The examination of witnesses then began and continued until the hour for adjournment. The hearing will be resumed at 10 o'clock this morning and the case will reach the jury some time today.

Emma Yider vs. John David Yider; Richard Young, applicant; guardian ad litem for infans defendant.

J. H. Sullivan vs. L. F. Kuliek; R. D. Walters withdraws an attorney for defendant.

William Craig vs. the Metropolitan Investment company; judgment by consent in favor of plaintiff for \$441.88.

This is a subject worthy of the careful investigation of Don Maguire and the other World's fair archaeologists, for in their researches in the prehistoric mounds they may be able to make some discoveries of horns of even more remote times.

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